

Intimations.

[illegible]

To-day's
Advertisements.THEATRE ROYAL
CITY HALL.TO-NIGHT (THURSDAY), 20th May.
Farewell Performance in China of the Popular
EntertainersHUDSON'S
SURPRISE PARTY.(Selling for AUSTRALIA BY S.S. Omi Maru,
21st instant.)
PROSPECTUS OF THE RENOWNED
LAUGHING GAS COMPANY
(UNLIMITED).Paid-up Capital... One Million Sterling.
Sole Managing Director... Mr. T. P. HUDSON.
Patents and Manufacturers.THE SURPRISE PARTY-COMBINED.
Big Laughing Bonuses and Fat Funny Divi-
dends guaranteed to all the Shareholders, who
are responsible only for their paid-up capital.
The world-famous Nitro Oxide and Cocacina-
tory Essence is warranted to be innocently
pure, and entirely free from all deleterious effects,
morally, socially, or physically, to the whole
of the juvenile and adult portion of the human race.
This Company has not the most remote connec-
tion with the masculine makers of common
hydrogen or explosive gases and libellous com-
pounds. No compulsory or peremptory demands,
etc., our motto being "The Pink of Perfection
and Courtesy."Gas Effluents with New Illuminations
Nightly 9 P.M. Turned off 11.30.
A. J. ROYD, Representative.
Hongkong, 20th May, 1897. [839]PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.THE P. M. S. Co.'s Chartered Steamship
"CLUDEN"
will be despatched for SAN FRANCISCO, via
MOI on SATURDAY, the 22nd instant, at
Daylight.For Freight, apply to
J. S. VAN BUREN,
Agent.
Hongkong, 20th May, 1897. [818]FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"ALADDIN,"
Captain Schjott, will be despatched for the
above Port on or about the 25th instant, instead
of as previously advertised.For Freight or Passage, apply to
SHEWAN TOMES & Co.,
Agents.
Hongkong, 20th May, 1897. [759]THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.FOR LONDON,
VIA STRAITS AND USUAL PORTS OF
CALL.(Taking Cargo at through rates for GLASGOW,
LIVERPOOL, CONTINENTAL PORTS,
RIVER PLATE, &c.)
THE Company's Steamship
"KINTUCK,"
C. de La Perrelle, Commander, will be despatched
as above on MONDAY, the 24th instant.For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 20th May, 1897. [741]"SHELL" LINE OF STEAMERS.
FOR MARSEILLES.THE Company's Steamship
"TURBO"
Captain J. Mosca, will be despatched as above
on WEDNESDAY, the 2nd June.For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 20th May, 1897. [840]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for BATAVIA,
PERAM, GULF, CONTINENTAL AND
AMERICAN PORTS.)
THE Steamship
"ROHILLA,"
Captain F. Cole, carrying Her Majesty's Mails,
will be despatched from the BOMBAY, &c.,
on THURSDAY, the 3rd June, at Noon, taking
Passengers and Cargo for the above Ports.
This Steamship connects at Bombay with the S.S.
Jorda leaving that Port on the 25th June for
London direct.Suez and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 20th May, 1897. [5]NOW READY!
COMMERCIAL AND STATISTICAL
PAPER.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and
Corporations for periods ending 31st December,
1896.This pamphlet is published for the convenience
of the Commercial Community and is for sale,
PRICE 1s PER COPY,
at the office of the
"HONGKONG TELEGRAPH,"
No. 8, Paddis Hill.

Hongkong, 7th May, 1897. [761]

To-day's
Advertisements.

STOLEN!

CANTON LOAN BONDS.

NOTICE is hereby given that BONDS
No. 8376 and No. 8612 with their
COUPONS having been STOLEN from their
OWNERS, all Persons are warned against
advancing MONEY on these Bonds or their
Coupons, or purchasing or receiving the same.
E. B. DREW,
Commissioner of Customs.Custom House,
Canton, 20th May, 1897. [841]FOR SHANGHAI,
"LOONGMOON,"Captain F. W. Scholz, will be despatched for
the above Port on MONDAY, the 24th instant,
at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 20th May, 1897. [842]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MESSIES and
other Large Consumers.Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. [3792]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
AERATED
WATERS.OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.The Water used is proved by repeated
Analyses to be Absolutely Pure.For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Emplies when received in good order.Counterfoil Order Books supplied on applica-
tion.Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.The following is a List of Waters always kept
ready for Stock—
PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SALTZETZ WATER,
LITHIA WATER,
SARSAPARILLA WATER,
Tonic WATER,
GINGER ALE,
GINGERADE.No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,

Hongkong, 15th April, 1897.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 20, 1897.

THE FEDERATION OF EUROPE.

In the April number of the *Review of
Reviews* Mr. W. T. STREAR calls attention
to the fact that a writer in the *Temps*, a
journal which has contrived amidst all the
vicissitudes of French politics to preserve
its reputation as the foremost exponent of
sane French patriotism, declares that
"Lord Salisbury's mind is one of the most
masculine, his understanding one of the
broadest, his reason one of the clearest
and luminous of his country and age," and
from his lips there fell last month one of
those luminous phrases which, amidst the
mists and clouds of party polemics, shine
like a fixed star for the guidance of
bewildered mortals. He was speaking of
the European Concert and is reported to
have expressed his dissatisfaction with the
phrase, which, he said, had been buried
beneath a multitude of cheap jokes. He
therefore proposes to substitute for it the
Federation of Europe. "I feel it is our
duty," he said, "to sustain the federated
action of Europe. The federated action
of Europe, if we can maintain it, is our
sole hope of escape from the constant
terror and calamity of war, the constant
pressure of the burdens of an armed peace
which weigh down the spirits and darken
the prospect of every nation in this part
of the world." The territorial integrity of
the Ottoman Empire is what is being aimed
at by the great Federated States of
Europe and it may be assumed that the
Sultan is under no delusion whatever
as to the precise meaning of
the phrase. Since it was invented
he has seen province after province
snatched from his control and he has now
been given to understand that he will not
be allowed to annex one inch of territory
in Europe. He expressed his intention to
make the annexation of Thessaly a condi-
tion of peace with Greece, but the Feder-
ated States will not consent to it, and it
must be remembered that these States are
known to include Great Britain, Russia,
Austria, Italy and France. Germany, at
one time a factor of Federated Europe,
appears to be playing a "lone hand"; at
least Reuter avers that this is so. The
Sultan has been compelled to acquiesce
in the British occupation of Egypt and
Cyprus, the French occupation of Lebanon,
the Austrian occupation of Bosnia and
the establishment of an autonomous
principality in Bulgaria, all of which
has been declared by the Federated
States to be perfectly compatible with the
strict integrity of the Ottoman Empire. It
therefore appears as if in the fullness of time
the Sultan will be a nominal ruler over
a great empire under the control of the
Federated States. That the Sultan will
become a mere puppet, or dummy ruler,
under the federated Christian States. This
would be a happy solution of the much-
 vexed Eastern Question, and we would
fain hope that it would—though the idea
may seem Utopian—become a stepping-
stone to the eventual partial disarmament
of Europe and the binding together of
Christian States in one grand confeder-
ation to be known to our children's children
as the United States of Europe. We cannot
shut our eyes to the fact that, however
devoutly it is to be wished for, the Turk,
"unspeakable" though he be, cannot be
annihilated. He seems destined to remain an
indivisible blot on the civilisation of Europe
and all we can do is to keep him under, and
limit his power and his sphere of action,
by confronting him with the danger of
condign punishment meted out by forces
so superior to his own that any attempt to
cope with them must lead to disaster, the
further curtailment of his influence and the
imposition of terms of surrender which
would be at once galling and ignominious.
The Turk, then, although he cannot well
be deported from Europe and should be,
and we hope will be, quietly
yet firmly suppressed. He is utterly in-
corrigible, treacherous and fanatical, and
if not kept in hand is likely at any time to
involve the Great Powers in well-nigh
universal war. He would have much to
gain probably and nothing, or next to
nothing, to lose were he able to induce a
war in Europe, and we may rest assured
that should anything happen to bring
about the utter collapse of the "Concert
of Europe" he would be found prepared
and able to take full advantage of any
"opening" which the inability of the
Christian nations to keep the peace might
afford him. Unfortunately the signs of
the times indicate that the "opening" for
which the Sultan has so long and so
patiently waited may soon be afforded
him and that Greece has been the con-
scious (or unconscious) instrument to make
that opening; that Greece has been used
as the proverbial sprat thrown out to
catch a whale. She entered upon an
utterly hopeless contest from the start,
trusting, we think, that there would be
much to gain in the end from her
backer. Who egged on Greece?
Who has promised to indemnify her?
Surely she was not mad enough to
assume without any authority that she
could safely defy the Federation of Europe,
whip Turkey, and reap enormous benefits
as the direct result of a successful war!

THE GRECO-TURKISH WAR.

LONDON, May 18th.
After several days fighting the Greeks have
abandoned Domokos and retreated to the
Othrys Mountains.The Sultan has ordered Edhem Pasha to cease
hostilities.

THE POWERS AND THE WAR.

The Ambassadors at Constantinople drafted
a note on Sunday virtually ignoring the Porte's
demands and repeating the request for an
armistice, adding that they cannot see Greece
crushed. As Germany, however, refused to sign
this note fresh negotiations have been entered
upon.

THE SOUTH AFRICAN SQUADRON.

Admiral Rawson's squadron has left
Delagoa Bay after staying there a month.(From *Rangoon Gazette*.)
SOUTH AFRICAN AFFAIRS.CALCUTTA, 3rd May.
A special London telegram to the *Indian
Daily News* states that in consequence of the
persistent German attack on England in con-
nection with the Transvaal question, the *Times*
in a leading article vehemently denounces
German diplomacy.

ALLAHABAD, 5th May.

The Lieutenant-General Commanding the
Forces in Bombay has received orders from
Army headquarters, Simla, to arrange for the
embarkation of the 2nd Battalion of the Royal
Dublin Fusiliers for South Africa. The regi-
ment has its headquarters and wig at Bombay,
two companies at Deesa, one company at Ab-
medabad and a detachment at Deolali. It will
be concentrated at Bombay at once, where trans-
port will be provided for the voyage.The Fusiliers would in the ordinary course not
have moved to the Cape until the relief season
next cold weather, but in accordance with the
policy of the Home Government of immediately
strengthening the garrison of South Africa,
they will be sent from India forthwith.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$100.10 per £.

The barber named Lal Yat, who was remanded
til this morning for the theft of two gold watches
in July last, has been committed for trial.The Austrian cruiser which arrived here to-
day from Cheloo made a capital run of it down
the coast. She left Cheloo on the 16th at 5.40
p.m. and dropped anchor here early this
morning.A CHINAMAN was charged at the Magistracy
this morning with unlawfully allowing water to
waste in his premises. He succeeded in
getting off by the ingenious excuse that some
bricklayers who were working in the house had
broken the tap during his absence.Five men were charged at the Magistracy to-day
with gambling on the roof of 85 Queen's Road
West. Two of them who seemed to have been
the promoters of the "game" were fined \$50 each
and the other men were let off with \$10 each.THE eighteen men charged with having taken
part in the scrimmage at Tsim-sha-tui last
week, in which one man was cut with an axe on
the shoulder, were, after the evidence of the
wounded man was taken, remanded till Saturday
at 10.30 a.m. Mr. Looker appeared for the
defendants.A DALZIEL message from Montreal states that a
petition has been presented to the Canadian
Parliament regarding the Japanese immigrants
in British Columbia. It points out that their
influx is a serious menace to the prosperity of
the country, as the Japanese, by accepting low
wages, are excluding the white residents from
work. The petition asks that steps may be
taken to remedy this state of things.It is rumored, says the London correspondent
of the *Manchester Courier*, that the Russian
Government are about to despatch an important
mission to Afghanistan. Although great secrecy
has been observed with regard to names, it is
almost certain that the chief of the mission will
be M. Gromytsky, who has already had
considerable experience in Central Asia, and
who will be remembered in England for the
prominent part which he played in the dispute
about the Pamirs.SIR R. J. CARWRIGHT, K.C.M.G. Minister of
Trade and Commerce, delivered a stirring
patriotic speech in the Canadian House of Com-
mons on 14th of April. It was, he said, probable
that a great war would shortly break out in
Europe, and that he, so, it was desirable that
Canada should have twenty thousand troops
ready for emergencies. The Canadian volunteer
forces, concluded the Minister, would very
possibly soon have an opportunity of proving
their attachment to the Empire.MR. GLADSTONE, writing to excuse himself from
receiving a deputation from the Advanced
Radical section in reference to the Cretan
question, expressed a hope that all members of
Parliament, whether Liberal or Anti-Liberal, will
firmly resist the claims of the six Powers to choose
a ruler for the autonomous Crete. He knows
no principles on which such a claim can be
justified, except those of the Holy Alliance, of
which mischievous combination the present
concert of Europe too often and too strongly
reminds him.NOTHING new under the sun! The principle
of the tubular boiler has, according to London
exchanges, been discovered in the ruins of
Pompeii, where a number of bronze domestic
boilers have been found with tubes inside, as in
our most elaborate marine boilers. The tubes
are made of bronze foil, bent and braided or
soldered. Some of them are elegant in form
and may have been the "Samovars" or kettles
of a Pompeian "fire clock." They are
illustrated in the reports of proceedings of the
American Society of Mechanical Engineers.

QUARANTINE AT BANGKOK.

Her Majesty's Consul at Bangkok has infor-
med His Excellency the Governor by wire that
"ships from Hongkong must stop at Kohphai
and Paknam for medical inspection."
But why this detention? There is no plague
in Hongkong neither is any infectious disease
prevalent here.

TELEGRAMS.

REUTER'S MESSAGES.

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LEGAL INTELLIGENCE.

SUPREME COURT.
IN ORIGINAL JURISDICTION.(Before His Lordship Mr. A. G. WILSON, Justice.)
May 19th.

INTERESTING "HABEAS CORPUS" CASE.

It was reported in our last issue that Mr. J. J.
Francis, Q.C., (instructed by Mr. C. D. Wilkin-
son) moved for a writ of *habeas corpus* to bring
up four men who were confined in Victoria Gaol,
having been deported from Singapore and
detained here for transport to Canton. The
following are details of the arguments of counsel
in the case.Counsel stated that an affidavit had been
sworn to by a man named Li Fuk Yuen and
there was nothing on the face of that affidavit to
show that the men had been guilty of any offence
in the colony. They were arrested on arriving
here that morning and were told by Inspector
Stanley that they would be detained and taken
on board the Canton steamer the same evening.
Of course there was only one method by which
this could be done and that was by an order
under the Deportation Ordinance; but the Or-
dinance did not empower the Governor to send
them to any place, but to a place where they
chose themselves to go.His Lordship—There is nothing to show me
that they were not sent up from Singapore under
some Ordinance.Mr. Francis—There is no power under which
they can be detained.His Lordship—Suppose they were sent up
from Singapore under the Deportation Ordinance?
Mr. Francis—That is simply a matter of
common law; the order would cease to have
any effect the moment these men ceased out of
the jurisdiction of the colony.His Lordship—This might be the only way
they can get to Canton.Mr. Francis—The Singapore authorities might
have the fullest power to punish them.His Lordship—Suppose the men have been
tried there and remanded to China.Mr. Francis—Then they would be in Chinese
custody. On the affidavit they are in custody at
this moment without any authority and without
committing any offence. They have been
informed by Inspector Stanley that they are
going to be sent to Canton and we want to know
whether they are going to be sent without any
authority.His Lordship—Your affidavit is not strong
enough.Mr. Francis—I admit it is weak but the men
arrived here only this morning from the Straits
Settlements and they are going to be sent away
to Canton this afternoon.His Lordship then read the affidavit which
stated that the deponent, Li Fuk Yuen, was
acquainted with the four men and that on
arriving that morning from the Straits they were
taken to Victoria Gaol. He was informed that
it was the intention of the police to send them
to Canton in the afternoon. The men and
resided in Hongkong and he believed they had
committed no offence against the laws of the
colony.Mr. Francis—*Prima facie*, the men never
having resided here, there is no cause of their
detention. In addition there is the statement
that it is the intention of the police to ship them
to Canton, possibly this evening. I ask your
Lordship for a writ of *habeas corpus* so that they
can be brought up here to-morrow morning,
when we can ascertain if there is any justifiable
authority for their detention.His Lordship—What *prima facie* cause is
there for the detention of Mrs. Carow? I under-
stand from the newspapers that she is in the
gaol here and suppose somebody came and said
she was here—Mr. Francis—There is *prima facie* an order
for her detention under the provisions of the
Order in Council.His Lordship—We have nothing to show that
she has been confined here by the newspapers.Mr. Francis—That is perfectly true, but there
is a very broad difference between her case and
the case of these four men. You have a certain
amount of knowledge derived from the news-
papers, but the simple fact that it was intended
to forcibly remove her from the colony this
evening would be perfectly good ground for
granting a writ of *habeas corpus*.His Lordship—Of course the men are per-
fectly safe here and it only means a delay of
twenty-four hours.Mr. Francis—I write would prevent premature
or illegal action on the part of the authorities.His Lordship—I do not see where it is all
going to end. You might get any fool to
swear an information like this; but I certainly
think there is a *prima facie* case.Mr. Francis—I think that is sufficient to
justify the writ, my Lord.His Lordship then granted the writ of *habeas
corpus* and made it returnable this morning.

TO-DAY'S PROCEEDINGS.

(Before His Lordship Dr. J. W. CARDINGTON,
C.M.G., Chief Justice.)Mr. J. J. Francis, Q.C., said he appeared for
the applicants, and moved that the writ returned
yesterday be affirmed and read.The Attorney-General said that the return of
the writ should be read first.

The return

SANITARY BOARD.

A meeting of the Sanitary Board was held on the 18th inst. Dr. Alkison (Colonial Surgeon) presided, and there were also present Dr. F. W. Clarke (Medical Officer of Health), Hon. F. H. May (Captain Superintendent of Police), Mr. W. Chatham (Director of Public Works), Mr. N. J. Ede, and Mr. H. McCallum (Secretary).

MINUTES.

The minutes of the previous meeting were read and confirmed.

PLAQUE REPORTS.

Dr. Chung reported on his enquiries regarding plague in the Shau Tau district. At the Tung Chi Institute the doctor told him there had been sporadic cases in the past two years, but none since last winter. There had been an outbreak of small-pox and that may have accounted for a rumor regarding plague.

Dr. Chung also reported on his enquiries at Canton. He visited the hospitals, and at the Rhenish Mission he heard that there was an outbreak of plague at the end of last year, but the doctor thought it had now abated. At Chinese hospitals he heard there was a plague in the last quarter of 1894, and again in January last about 300 had been attacked and died of plague since its recurrence, and the demand for coffins had been enormous. In the adjoining villages there were still sporadic cases and he noticed many houses and shops closed owing to deaths. At Shek Lung in February there was an outbreak and the disease was still raging in the villages opposite. Dr. Chung was of opinion that plague has existed in Tung Kuo in the past four months and has not appeared since March as regards Shek Lung. The disease was still making headway in the villages and it will linger for a long time unless prompt and effective measures are taken.

The plague return from Bombay showed 526 cases and 668 deaths from 8th to 21st April.

The British Consul at Macao reported on April 24th that there had been some cases of plague in the Italian Convent and that all proper precautions had been taken.

The British Consul at Tainan, Formosa, reported that from 28th ult. to May 4th there had been 58 cases of plague and 47 deaths.

MORTALITY RETURNS.
The above returns for the week ended May 8th showed a death rate of 19.6 per 1,000 and for the following week 18.9.

THE ACTING VET'S REPORT.
The Acting Colonial Veterinary Surgeon reported that during the past quarter the health of the herds in the colony had been good and the condition of the stock generally fair. Two cases of rinderpest were found in one place where no other stock was. The animals were destroyed and the premises disinfected. The Western Market had many sanitary improvements and the order markets were in good repair and working order. The slaughterhouse and depots were all in a satisfactory state.

SURVIVOR'S REPORT.
The quarterly report of the Board's Surveyor contained details of work, houses built, etc.

ADJOURNMENT.
The Board adjourned for a fortnight.

THE IMPROVEMENT OF THE PEIHO.

SHANGHAI, May 18th.

Tientsin is again setting Shanghai an example. While we are still hoping to see the foreign Settlements extended, Tientsin has got her extension properly arranged and now, while we are still peering at the improvement of the Huangpu, Tientsin has actually got a proclamation from the Viceroy of Chihli with regard to the measures he is about to take for the improvement of the Peiho. A translation of it will be found in another column.

The Viceroy begins by reciting the present condition of affairs, which is marked by two great evils; first that when floods occur above Tientsin, the rivers cannot carry the water away to the sea without bursting the embankments and doing great injury to the people; and second that the few boats carrying steamers can now reach the foreign Settlements, which entails great loss to the merchants of Tientsin, and causes the Viceroy much anxiety. While the Viceroy was deliberating on this matter with the two Tientsin Taisals, he received a number of letters and telegrams from the Tungli Yamen, "to the effect that it would be advisable that both foreigners and Chinese should consult together with a view of arriving at a definite and practicable scheme of river conservancy."

The Viceroy accordingly ordered Wu Taotai, who was in charge of river works in various parts of the province of Chihli for many years during the reign of Li Hung-chang, to confer on the subject with the two Tientsin Taisals, and they have decided on what is to some extent Mr. de Linde's scheme, that a number of the canals which drain off the water from the Peiho must be closed by sluices; and they have also decided on making a number of cut-offs between Tientsin and Peking, and thus straightening the bed of the Peiho. When he has got as far as this the Viceroy publishes his order and promises to await Wu Taotai's report and then deliberate with the two Tientsin Taisals. But he is very firm in his conviction that something has to be done. "The ultimate successful accomplishment of an object is not a matter of such great difficulty as the surmounting of the various obstacles that beset the commencement of an undertaking. The people of Tientsin are far-sighted and alive to the advantages that would accrue to them from the improvement of this river, and they are a navigable condition. The recent serious slitting up of the Peiho cannot but entail a grave injury to the province. The straightening of bends and the resulting scouring of the channels should be proceeded with at once, for by no other method can the amelioration of the present condition of the river be attained, and none but the most ignorant would interpose geometry, astrology, or the sale of a limited quantity of fertile land, against the attainment of so desirable a result."

In commenting on this proclamation in a leading article, the *Peking and Tientsin Times* expresses a hope that Wu Taotai, the gentleman who is to be in charge of the work of improvement, and who enjoys a reputation for intelligence and activity, will not think that the science of improving the navigability of tidal rivers is no further advanced anywhere than in China. In building railways, the Chinese own that they know nothing about them, and must rely on foreign engineers; but the case of waterways is an older science in China than it is in Europe, and Wu Taotai may be tempted to think that he does not need any foreign advice. But, our contemporary says, "we would impress upon the authorities that those who have no idea of what has been done in foreign countries, and who have not yet the necessary scientific knowledge (which alone makes a man competent to judge whether measures which have been successful in one case can be rightly applied under apparently similar circumstances), can know to what extent the various measures should be carried out." And it concludes with a significant hint about the excavation of cut-offs. "We hope that no undue prominence will be given to the cutting of bends; such works are familiar enough to the Chinese and have many attractive features to the petty officials, contractors, etc. It is well known that

in the early days of the railways in China, earth-works cost less than half of what they do now; we do not want at the present moment to do anything but to look upon this matter, and we only do this because we have heard of figures mentioned by the cost of such works. We feel sure, however, that Wu Taotai, if necessary, the higher officials, will see that the works are carried out in the most economical and efficient way; without strict economy and honesty being practised, the undertaking must necessarily end in failure." The report that the China Merchants' S.N. Co. are seriously engaged in the construction of a wharf at Tangku lock, if true, as if the Directors of that company were not anxious of such an early improvement of the Peiho would enable their steamers to go up to the Bund as formerly.—*N. C. Daily News.*

THE RISK OF GENERAL WAR.

King George and the noble-hearted Queen Olga are devoted to Greece. They are appreciated by all who know them. But Russia has duties of her own. She has to say to the Greeks what she said to the Armenians:—"Be quiet, and later on you will probably get what you want." Nevertheless, they began fighting. We had to separate the fighters. The Greeks may have had the *arbitre pacifique*, but unless they exercise force now, Greece might not care for union later on. The island might come to the conclusion that autonomy is preferable to the chance of maladministration by Greece. That the disturbance is in danger of spreading no one can doubt who takes the trouble to look back only ten or twelve years. When Mr. Gladstone, in 1886, assisted in governing the Greeks, why did he resist to the Armenians?—Because the Greeks threatened to invade Macedonia in order to obtain such an accession of territory as would, in the opinion of Athens, counterbalance the advantages secured by Bulgaria in the acquisition of Eastern Roumelia. The coming together of Eastern Roumelia and Bulgaria was merely the undoing of one of the many misdeeds done by the Congress of Berlin.

It broke very little diplomatic crockery, but it was enough to set all the smouldering embers of racial rivalry ablaze. So serious, indeed, was the situation that the powers were compelled to resort to the pacific method of Greece by an international blockade of her ports. The Liberal leaders, now in opposition, were then in office. They cried Greece without wincing, because Mr. Gladstone in office knew that the letting loose of racial rivalries in a general game of "grab" in the East would bring about grave dangers to European peace. But now Mr. Gladstone is out of office and unfettered by administrative responsibility. His successor, Lord Rosebery, has spoken in the strongest terms of the perils of any local disturbance or isolated action in the East. We know too well how terrible is the risk, and into what a power magazine the reckless Greeks have flung a lighted match. But Mr. Gladstone has made from his retirement a most extraordinary declaration. He has written: "In my opinion the threat of European war has been all along by those who invented it an imposture, and a sheer error on the part of those who have been credulous enough to believe it." Naturally everyone must speak respectfully of Mr. Gladstone, but I am compelled to say that these words have been read by Russians with some surprise. I can only explain this regrettable utterance by recalling the assurances given to Lord Granville on taking office in 1870 as Foreign Minister in Mr. Gladstone's Government: "Never before," said the permanent chief of the office, "had the horizon seemed so clear." In fact, he congratulated the new minister upon the prospect of a secure peace. A month later Germany invaded France, and Europe for a time disappeared beneath the feet of marching hordes. Finally Mr. Gladstone still draws his information from the easiest source of Lord Granville's congratulations. English people supposed to be very practical, and if you persist in denying the sun in the sky we think you must have reason for your flat refusal to admit the existence of such obvious facts.

What is your motive for denying the risk of a general war? Let me recall to you two facts, which may perhaps serve to remind those who dwell behind the "silver streak" that if the great European pact be broken up the map may be modified at England's expense. In 1870, when the Russian armies were approaching Constantinople, there was in France a dynasty which owed its existence largely to the sacrifices of England. But no sooner was the French Government exposed to the temptation of a general war, than it proposed to Russia a scheme for re-arrangement of the map of Europe at the expense of England. In the year 1870, Polignac, with the approval of the French Government, drew up his famous scheme of territorial partition. This plan has not lost its importance since, and it indicates the kind of ambitions that would be let loose in respect of the "Culture générale" in the East. Polignac, on behalf of France, offered to Russia Moldavia and Wallachia in Europe, and as much of Armenia and Anatolia as she cared to take, in order to enable her to establish herself in the Mediterranean on the flank of England's road to India. France was to have Belgium, Prussia was to have Holland, the King of the Netherlands being transported to Constantinople, to found a Christian kingdom out of the wreck of European Turkey, minus Bosnia and Serbia, which were to go to Russia in order to form a counterbalance to the naval power of England. Syria, Arabia, and the Barbary States were to go to Mehmet Ali. This scheme was actually sent to St. Petersburg as embodying the then policy of France in case the crash came in the East. Do you think the French Republic is likely to be more scrupulous in such an event as the upset provoked by Greece, than the Minister of the Bourbons? Again, I shall not hold that the happenings of time ago. But the ideas of France are singularly constant. When Napoleon fell at Sedan his one idea was to make peace with Germany on the basis of a common attack against England. The Napoleonic idea, when he hoped to succeed in the war against Prussia, was to offer peace to defeated Germany on the basis of the left bank of the Rhine, and the joint conquest of Belgium for the benefit of France. Have you already forgotten Metcalfe Labrousse's plan, which would have succeeded had not Bismarck forced on the war that gave Prussia the leadership of Germany? By the treaty which he had arranged with Austria and Italy, France was to have the left bank of the Rhine and Belgium, in return for allowing Italy to take Rome and Austria Silesia. That was in the year 1870 when, to the English Foreign Office, a condition of halcyon peace seemed to prevail in Europe. Do you think it is different to-day? Is England more bold than it was in 1870? Is the hooded John Bull less worth pondering than in 1870? If there be any Englishmen who dream that they live in an idyllic world they may prepare for a rude awakening. The widespread conviction, as I have said, is that the English are not good Europeans. If England were to play fast and loose with the re-discovered Europe, and by refusing to coerce both Greek and Turk, to cry havoc, and let slip the dogs of war—well, I think it by no means unlikely that Europe's war for more and intellectual damage would be a thousand times as large as the modest million demanded by President Kruger.

From an examination and able study by Olga Wodrich, D.Litt., in the *Pravda* of St. Petersburg.

NOT AND A.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1895.

Barometer 29.867
Thermometer 76.2
Humidity 84
Rainfall 15.00

TO-DAY.

Barometer 29.867
Thermometer 85
Humidity 74
Rainfall 0.31

TO-DAY.

Barometer 29.867
Thermometer 85
Humidity 74
Rainfall 0.31

TO-DAY.

Barometer 29.867
Thermometer 85
Humidity 74
Rainfall 0.31

TO-DAY.

Barometer 29.867
Thermometer 85
Humidity 74
Rainfall 0.31

TO-DAY.

Barometer 29.867
Thermometer 85
Humidity 74
Rainfall 0.31

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Barometer 29.867
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Humidity 74
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Thermometer 85
Humidity 74
Rainfall 0.31

TO-DAY.

Barometer 29.867
Thermometer 85
Humidity 74
Rainfall 0.31

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KAISER-I-HIND,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that the Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Victoria*.
From Australia, ex S.S. *Parramatta*.
From Persian Gulf, ex S.S. *Kilma*, *Pamba* and *Mobila*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 18th May, 1897.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary.

Goods not cleared by the 23rd instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 17th May, 1897.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELE,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 18th May, 1897.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 20th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 18th May, 1897.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BENVOLICH"
FROM LEITH, ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 18th May, 1897.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "AFRIDI"
FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 2 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 17th May, 1897.

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKOHAMA,
KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 18th May, 1897.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship

"THEKLA,"

Captain H. Stehr, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 3 P.M.

No Fire Insurance has been effected.
SIEMSEN & Co.,
Agents.

Hongkong, 18th May, 1897.

Hotels.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

For further particulars, apply to
THE MANAGER,
New Victoria Hotel.

Hongkong, 24th November, 1895.

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberty in Menu, Quality of Food and Perfection of Cuisine. THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURTLES from the Straits.

The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East. In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c.

PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice. ICE CREAM from 1 P.M. to 11 P.M. COLD MEAT SUPPERS from 9 to 11.30 P.M.

THOMAS'S GRILL ROOM.

FREDERICK BISHOP,
Manager.

Intimations.

"ESSETS"

DISINFECTING FLUID.

"ESSETS"

DISINFECTING POWDER.

"ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

Send for Corroborative Reports, Testimonials, Price Lists and Particulars to—

WATKINS & CO.,

SOLE AGENTS,

66, QUEEN'S ROAD CENTRAL, HONGKONG.

THE CLUB HOTEL, METROPOLE,

5, BUND, YOKOHAMA.

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,

L. DEWETTE, Manager,

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR FOCHOW.

THE Company's Steamship

"KANSU."

Captain Somerville, will be despatched as above TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th May, 1897. [830]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN."

Captain Moore, will be despatched as above TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th May, 1897. [775]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

THE P. M. S. Co.'s Chartered Steamship

"CLUDEN"

will be despatched for SAN FRANCISCO TO-MORROW, the 21st instant, at Daylight.

For Freight, apply to

J. S. VAN BUREN,

Agent.

Hongkong, 20th May, 1897. [818]

FOR YOKOHAMA AND KOBE.

THE Steamship

"THEKIA."

Captain H. Stehr, will be despatched for the above Ports TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to

SIEMSEN & Co.

Agents.

Hongkong, 20th May, 1897. [820]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 21st instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAIR & Co.,

General Managers.

Hongkong, 20th May, 1897. [838]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"OMI MARU."

Captain C. Young, will be despatched as above TO-MORROW, the 21st instant, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation, and is lighted by Electricity throughout.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 20th May, 1897. [745]

THE CHINA AND MANILA STEAMSHIP

COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA."

Captain G. A. Taylor, will be despatched for the above Port TO-MORROW, the 21st instant, at 5 p.m.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 19th May, 1897. [836]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"AFRIDI."

Captain Golding, will be despatched as above TO-MORROW, the 21st instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 19th May, 1897. [801]

FOR NEW YORK, VIA SUZ CANAL.

THE Steamship

"ALADDIN."

Captain Schjor, will be despatched for the above Port on about the 22nd instant.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 8th May, 1897. [760]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Port on WEDNESDAY, the 26th instant, at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON, BONS & Co.,

Agents.

Hongkong, 19th May, 1897. [857]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 AT British Ship

"FALLS OF DEE."

Lock, Master, shortly expected, will load here for the above Port, and will have quick dispatch.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 4th February, 1897. [814]

FOR NEW YORK.

THE 100 AT British Ship

"CLAN MACKENZIE."

Captain Iddes, shortly expected from Shanghai will load here for the above Port, and will have quick dispatch.

For Freight or Passage, apply to

ARNHOLD, KARBURG & Co.,

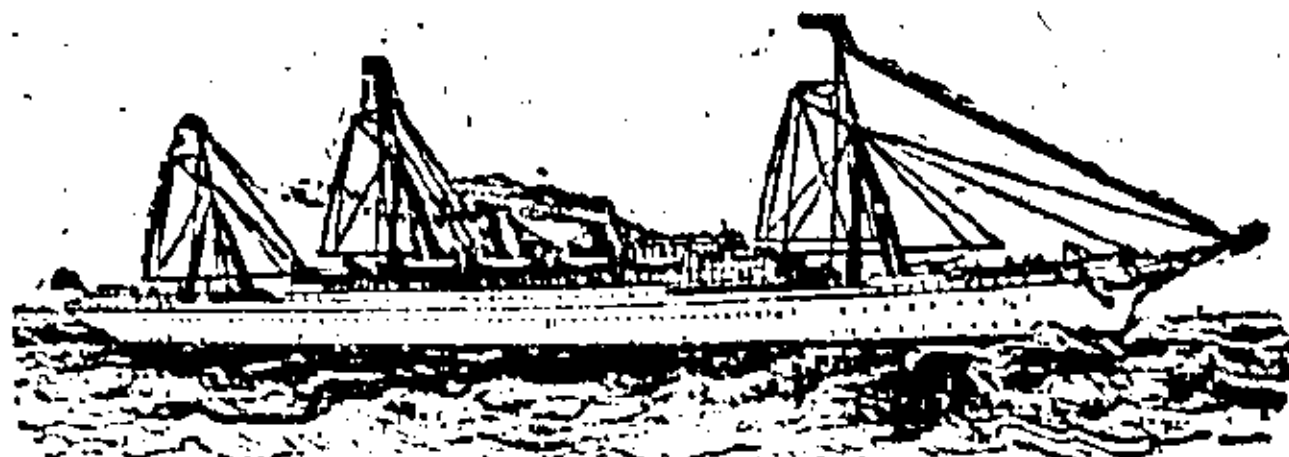
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Hongkong, 19th May, 1897. [740]

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 21st July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates; Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Paddy's Street.

Hongkong, 19th May, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 20th May, at Daylight.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 17th June, at Noon.

Belle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 6th July, at Noon.

THE Company's Steamship

"GALLIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 20th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany, by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and names will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Prince Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th April, 1897.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, RAFFLE CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINIKER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 12th May, 1897. [80]

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM-FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ... Tuesday ... 23rd May.

Prinz Heinrich ... Tuesday ... 23rd June.

Sachsen ... Tuesday ... 20th July.

Bayern ... Tuesday ... 17th Aug.

Prinz Heinrich ... Tuesday ... 14th Sept.

Prinz Heinrich ... Tuesday ... 12th Oct.

Sachsen ... Tuesday ... 9th Nov.

Bayern ... Tuesday ... 7th Dec.

Prinz Heinrich ... Tuesday ... 4th Jan.

ON TUESDAY, the 23rd day of May, 1897, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Coppers, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 22nd May. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 24th May, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th April, 1897. [688]

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table, Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma ... [2540] Tuesday ... May 25.

Victoria ... [3167] Tuesday ... June 15.

Olympia ... [2608] Tuesday ... July 6.

Potham ... [2709] Tuesday ... July 27.

THE Steamship

"TACOMA,"

Captain Whistler, sailing at Noon, on TUESDAY the 25th May, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,

General Agents.

Hongkong, 30th April, 1897. [6]

To be Let.

TO LET.

HOUSE No. 23, BELLIOS TERRACE, HOUSE No. 2, BEACONSFIELD ARCADE, facing PARADE GROUNDS, GODOWN in DUNDRELL STREET.

Apply to

BELLIOS & Co.,

Hongkong, 18th May, 1897. [839]

TO LET.

DWELLING HOUSES: HOUSES IN RIFON TERRACE, "HARFORD," at MAGAN'S GAP, "THE KENNELS," in MAGAN'S GAP, "MYRTLE BANK," THE PEAK, No. 27 & 29 ELGIN STREET, FLOORS IN STANTON and ELGIN STREET, GODOWNS IN BLUE BUILDING.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 15th May, 1897. [11]

TO LET.

THE BUILDING known as "THE HONGKONG CLUB," HONGKONG. From the 1st AUGUST, 1897.

Apply to

MATHEW J. D. STEPHENS,

Solicitor for Owner.

Hongkong, 11th April, 1897. [167]

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